

length of this guarded line is closed to ordinary traffic for twelve hours prior to this passage. All the rolling stock is sidetracked at the terminal divisions. About the middle of May these precautions will be repeated for the return of the autocat, and in the meantime, what passes for the Imperial

It is said the Czar's younger son, George, who has now been for a long time at a sanatorium in the Stoppes for his health, has added complications to the parental anxiety about him by falling in love with a fair American woman whom he desires to marry.

AUSTRIA'S MILITARY PLANS.
Vienna, April 2.—Despite repeated denials it is certain that the War Office plans to shortly increase the peace effective of the Austrian army. The landwehr is to be reorganized according to the two-year system and each of the twenty-five infantry regiments is to receive an addition of 144 men. The field artillery, moreover, will be strengthened by eight batteries. The

total initial cost of the changes is estimated at about 30,000,000 florins.

ENGLAND PREPARING FOR A DEMONSTRATION IN EGYPT.

London, April 2.—It is asserted that the British naval display in Hampton Roads will be meagre, for the sole reason that a demonstration in Egypt is regarded as a probable necessity. This reason, which was guessed at in earlier dispatches, is now confirmed by an official who had been watching for the Admiralty's decision.

Rumors are rapidly drawing

to a crisis. Rosbury's publication of the February dispatch, however, has not been without its effect, with the announcement of the British proposals for remodeling the Egyptian mixed tribunals of justice, put in England's position on an advanced and almost untraced ground. The British have almost a quarter of a century of tactical withdrawal. On the contrary the British determination to not firmly and promptly, and, if necessary, single handed, is made every plain.

It is explicit to be heard from Egypt except that Honliier Bay, the young French commandant of the Rhodive whom Cromer expelled from the Rhodive, has returned, and has been effectively welcomed back. It has been possible, of course, to guess what part France will play in the coming disturbance, but that there will be trouble there is no doubt in any quarter.

EXTENT OF THE NEW OUTLOOK
TOWARDS THE TURKS.

London, April 2.—The losses by the Liberator and other Balfour company franchises are officially placed at more than \$300,000, and fresh evidence of the extent of the financial disaster is constantly coming to light.

There seem to be no vigorous efforts made to catch the arch conspirator, Spencer Balfour, who is supposed to be hiding in South America with a comfortable sum of money.

is that at least a temporary check is put upon the custom of members of the nobility and Parliament of lending their names to conduct about which they have no personal knowledge. Lord Oxenburgh, a Liberal leader who posed as honorary president of one of the rotten companies, thinks himself abused because he is now severely criticised for giving his name, without profit to himself, to conduct a share. Parliament was in time for

THE GRARY LAW.

Washington, March 31.—The 600 Civil cases in Western Pennsylvania scheduled last week by Secretary Carlisle to undergo review by the Grary law will probably register "a record." Rev. E. R. Donohoe, chief clerk of the United States court at Erie, Pa., said the law must be applied. Donohoe claimed that it would be difficult for the Chinese to secure ten witnesses to the fact of their previous residence, to which Carlisle agreed that the law was "not very reasonable," and of such kind of testimony could not be obtained the next best would no doubt be accepted by the collectors of internal revenue. Mr. Donohoe will advise the Collector at Erie, Pa., that he will apply the law, and that the United States may charge the tax on them.

Donohoe said to-night that Attorney McLean before him all the communitarian papers passed between his Chinese Government and the United States since the passage of the Scott act in 1883. "From all the record said he, 'I think our own Government placed in a most humiliating position,' from the tone of the communication I surely regretted the result."

CHINESE FOR BRAZIL.

Lyon, France, according to a telegram sent by the *Herald's* correspondent in Janeiro, has left that city for China purposes to take up work for the Chinese labourer to work in that country.

THE BEHNING RA CASE.

London, April 3.—The newspapers generally comment upon the introduction before the court of arbitration of the Behning counter case, alleging the use of the translations of Russian documents in case presented by the United States.

The London Standard says:—Some of the translator standard says—"Some of the translator standard says—in other

to have been mistaken, when the
the United States government has
maladministration in favor of the contention
the United States. As the agent of
the mistranslated documents, most
the United States government, but it
but it is surprising to find that, after
it admitting some documents to be
more reliable than the Mormon Scrip-
tures, the United States Government
has been so careless in drawing the
conclusions based on these garbled transla-
tions.

The British contention, the *Standard*
adds, is that when the spurious pas-
sages are expunged, the remainder of
the document is so full of errors as to
American audiences supporting the
American allegations. In closing
Standard remarks that it would per-
haps be futile to ask whether any reader
possessed of common sense and a
little common device could beguile the repre-
satives of Great Britain.

The *St. James's Gazette* says it does
suspect the United States is doing
something at the concealed passengers
says the American people will yet
take a trick so dirty and so silly. Yet,

these forgeries are unanounced.

MARK TWAIN COMES HOME.

New York, April 3.—Mark Twain came to-day on the steamship *Kaiser* with a trunk full of books. His only possession was a small tin box, whose contents had been carefully overhauled by the customs officers in search of contraband goods.

He managed to escape recognition by those who were waiting for him, and he went straight to the Globe Hotel on Fifth avenue, where he registered under the name of George Jones, Gibraltar, and was as good as lost.

By way of saving his money for the day he went to room 38. He carefully concealed his identity at the hotel until it was discovered by one of the waiters, who happened in the evening, and then he shut him out of his room and refused to be seen. A reporter called at the hotel he was in and could not spare time to talk, was singular.

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANÇAIS.

STRAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERRY,
MADRAS, CALCUTTA, ADEN, SUEZ,
PORT SAID.

MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MARSEILLES, LONDON,
HAVRE AND BORDEAUX.

Also
POINTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 3rd May, 1893, at Noon, the Company's S.S. *YARRA*, Commandant, DE MONTGOMERY, with MALES, PASSENGERS, SPOKE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m., Specie and Passengers until 3 p.m. on the 2nd May, 1893. (Passes are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, April 19, 1893. 734

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking, (via Nagasaki, Yokohama, Kobe, Yokohama & Honolulu) THURSDAY, May 18.

Crisis, (via Nagasaki, Yokohama, Kobe, Yokohama & Honolulu) THURSDAY, May 20.

Persia, (via Nagasaki, Yokohama, Kobe, Yokohama & Honolulu) SATURDAY, June 17.

THE U. S. Mail Steamship *CITY OF Peking* will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, YOKOHAMA, and HONOLULU, on THURSDAY, the 18th May, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of America, may be obtained upon application.

Through Tickets issued passengers to Europe or to cities in the United States of America are good for transportation to the Missouri River by the CENTRAL and UNION PACIFIC RAILWAYS only. East of the Missouri River, passengers have the choice of various Railway lines to New York, via Chicago, St. Louis, Niagara Falls, Washington, Philadelphia, etc.

Particulars of the various routes can be obtained on application.

Special rates (first class only) are granted to Missionaries, members of the Navy, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agents of the Company, No. 72, Queen's Road Central, Hongkong.

J. S. VAN BUREN,
Agent.

Hongkong, April 27, 1893. 741

Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG, 1893.

(SUBJECT TO ALTERATION).

Tacoma, Saturday May 6.

Nogah, Saturday May 27.

Victoria, Saturday June 17.

Tacoma, Tuesday July 18.

Nogah, Tuesday August 8.

Victoria, Tuesday August 29.

THE Steamship *TACOMA*, Captain HILL, sailing at Noon, on SATURDAY, the 6th May, will proceed to VICTORIA, B.C., and TACOMA, and INLAND SEA, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of The General Agent Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office with address marked in full by 5 p.m., on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & Co.,
Agents.

Hongkong, April 29, 1893. 035

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

PROPOSED SAILINGS FROM HONGKONG.

Gaelic, v. Honolulu, THURSDAY, May 9.

Delic, v. Honolulu, THURSDAY, June 8.

Oceanic, v. Honolulu, THURSDAY, June 27.

THE Steamship *Gaelic* will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, YOKOHAMA, and HONOLULU, on TUESDAY, the 9th May, at Daylight, connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of America, may be obtained upon application.

Through Tickets issued passengers to Europe or to cities in the United States of America are good for transportation to the Missouri River by the CENTRAL and UNION PACIFIC RAILWAYS only. East of the Missouri River, passengers have the choice of various Railway lines to New York, via Chicago, St. Louis, Niagara Falls, Washington, Philadelphia, etc.

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Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agents of the Company, No. 72, Queen's Road Central, Hongkong.

J. S. VAN BUREN,
Agent.

Hongkong, April 27, 1893. 741

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT.

MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship *SUTLER*, Captain W. D. G. WOODSTOCK, R.N.R., carrying Her Majesty's Mails, will be despatched from this Port for LONDON, via BOMBAY, on THURSDAY, the 11th May, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed and Bombay without transhipment.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

H. H. JOSEPH,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, April 27, 1893. 793

Intimations.

NOW READY.

Vol. XX, No. 5.

'CHINA REVIEW'

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The Copper Cash Current in Amoy.
Lot Aborigines of Hainan and their Speech.
China's Place in Sociology.
Chinese and Comparative Philology.
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Miscellaneous Notes.
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1893. 1893.

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Return Tickets.—Time limit for prepaid return ticket is reckoned from date of re-embarking at Vancouver.

Special Rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, and to European officials in service of China or Japan.

The Canadian Pacific Railway is the only Trans-continental Line extending from the Pacific to the Atlantic seaboard, and running its own Sleeping Coaches through without change.

The Dining Cars and Hotel Cars on the Pacific Route are owned by the Company and their appointments and cuisine are unequalled.

The Steamers on the Pacific and all Day, Sleeping and Dining Cars are comfortably heated by Steam during the Winter Season.

For further information as to Passage and Freight, apply to

P. HOLLOWAY, General Agent.

Hongkong, February 20, 1893. 216

SHARE LIST.—QUOTATIONS.—MAY 1, 1893.

Stocks.

Hongkong and Shanghai Bank Ltd., 80,000 £ 125 all 110 % prem., buyers

New Issue, 80,000 £ 125 all 110 % prem., buyers

Bank of China, Japan and Straits, 30,875 £ 10 1/2 115 3/4, sellers

Nat'l. Bank of China, Ltd., 10,000 £ 10 1/2 120, nom.

Nat'l. Bank of China, Ltd., 10,000 £ 10 1/2 8.10 26 1/2, sellers

Bank of India, 10,000 £ 10 1/2 8.10 26 1/2, sellers

Bank of Japan, 10,000 £ 10 1/2 8.10 26 1/2, sellers

Bank of Korea, 10,000 £ 10 1/2 8.10 26 1/2, sellers

Bank of Persia, 10,000 £ 10 1/2 8.10 26 1/2, sellers

Bank of Siam, 10,000 £ 10 1/2 8.10 26 1/2, sellers

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